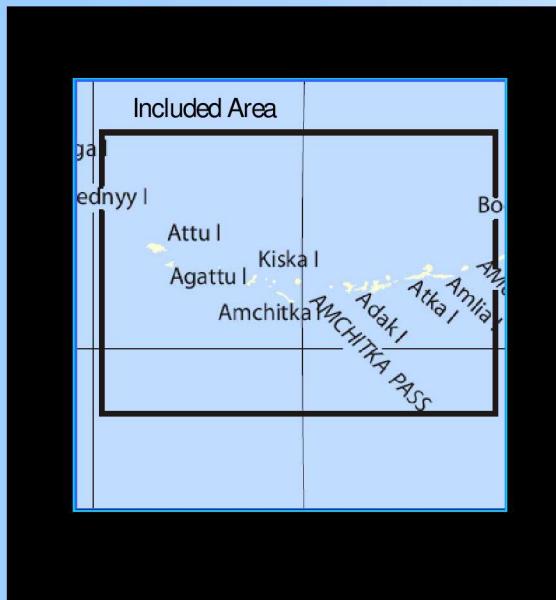


BookletChartTM

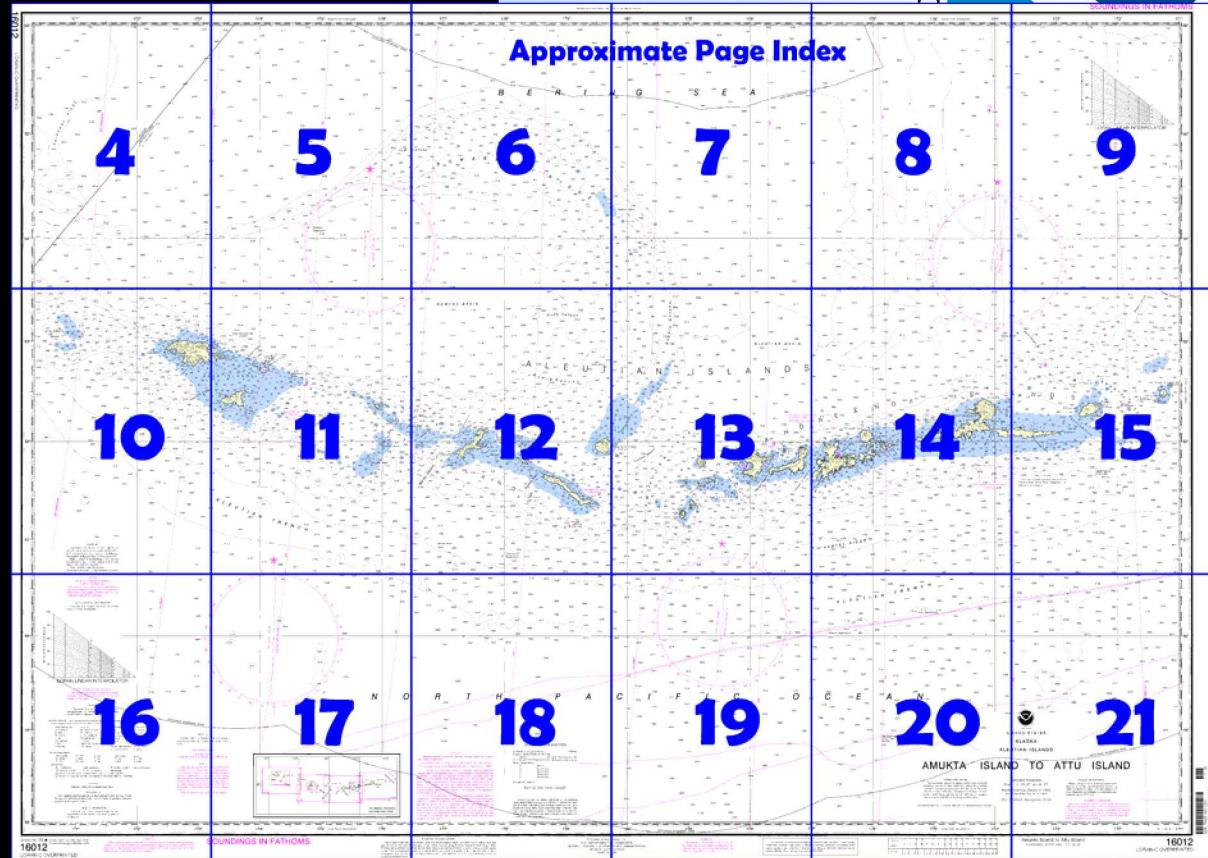
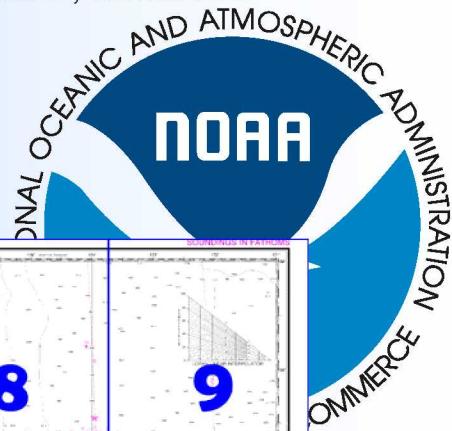
Amukta Island to Attu Island

(NOAA Chart 16012)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

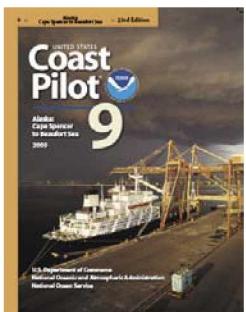
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(2) **Aleutian Islands**, extending in a 900-mile arc from Unimak Island to Attu Island, are a westward continuation of the Alaska Peninsula and form the southern limit of the Bering Sea. The most important groups of islands in the chain are Fox Islands, Islands of the Four Mountains, Andreanof Islands, Rat Islands, and Near Islands.

(4) Most of the larger islands in the Aleutians provide some sheltered anchorages as mentioned in the text for the individual

places. The better known harbors are: Akutan Harbor on Akutan Island, Dutch Harbor on Unalaska Island, Nazan Bay on Atka Island, Kuluk Bay on Adak Island, Constantine Harbor on Amchitka Island, Kiska Harbor on Kiska Island, and Massacre Bay on Attu Island.

(6) When heavy swells and seas are encountered along a beach, a landing in a small boat should not be attempted as there are strong and dangerous

undertows accompanied by variable currents. In addition to the lack of surveys, navigation in this region is made difficult by the prevailing thick weather and further by the lack of knowledge of the currents which attain considerable velocity at times.

(7) S of latitude 50°N., is an E drift across the Pacific. An eddy, accompanying this flow, sets W along the S shore of the Alaska Peninsula and the Aleutian Islands and then drifts through the passes into the Bering Sea. These currents form a part of the general circulation of the North Pacific Ocean.

(8) Through the Aleutian Islands passes, the velocities of the currents caused by tidal and wind effects are large enough to mask the continual N drift through the passes.

(11) All passages in the Aleutian Islands have strong currents. In the narrow Akun Strait, the current is reported to reach a velocity of 12 knots.

(14) A characteristic of the currents in the vicinity of the Fox Island Passes is the sudden change from slack to strength of flood. A change from slack to almost 2 knots in 10 minutes has been noted, and in many cases the maximum flood occurs within 1½ hours after slack. It is therefore probable that the worst tide rips occur at the first of the flood, and under exceptional combinations of weather and tropic tides an effect resembling a bore may be caused in the narrower passes.

(15) In Unimak Pass the current is probably strongest between Scotch Cap Light and Ugamak Island, where at strength of flood or ebb the velocity averages about 3 knots, but the maximum may exceed this figure considerably during tropic tides when 6 knots during the flood and 6.5 knots during the ebb are to be expected.

(17) The set of the flood in Unimak Pass averages about 300°. A vessel proceeding from Unimak Pass toward Avatanak Strait will experience a set when off Ugamak Strait and off Derbin Strait. When crossing the deep, usually marked by tide rips, N of Derbin Strait, a strong set in the direction of the axis of the deep is often experienced. Only weak currents are noted along the shore of Tigalda Island, but farther to the N strong ebb currents, setting toward Avatanak Strait, have been encountered.

(21) The tide rips in Akutan Pass are strong during the periods of largest tides. With a heavy NW wind, the rips are menacing in the vicinity of the 15-fathom spot just S of Cape Morgan. They are confused and make a vessel very uncomfortable; they are dangerous for small craft. However, the strongest rips are not generally found in the middle of the pass. With a current setting N, the rips will be strongest in the N entrance, and with a current setting S, the strongest rips will be found at the S entrance to the pass. When the current setting N is opposed by a strong N wind, the tide rips in the N entrance to the pass are dangerous, and it is advisable not to use this pass in a gale. Under ordinary conditions, when there are no strong winds, this pass can be used by full-powered steamers at any stage of the current, but sailing vessels should not use it except at or near slack water. It is said that the most dangerous rips occur at the N entrance to the pass.

(22) In Unalga Pass, NE of Fisherman Point near the center of the pass, the average tidal current at strength is about 6 knots. At times of tropic tides, current velocities may reach 9 knots. The maximum velocity occurs in a short stretch between Fisherman Point and Unalga Island, and the strongest current can be avoided by favoring the Unalga Island shore. The current along the S side of Unalga Island will rarely exceed 2 knots.

(23) The tide rips in Unalga Pass accompanying a flood current are most pronounced NE of Erskine Point. With an ebb current the most pronounced tide rips occur off Brundage Head. During the periods of tropic tides, however, tide rips may occur throughout the length of the pass. Small boats can avoid the tide rips by keeping close to the Unalga Island shore.

(24) Treacherous seas caused by wind or ocean swell opposing the current may be encountered in the narrow part of Unalga Pass. When tide rips are heaviest in Akutan and Unalga Passes, the water is broken into heavy choppy seas which board a vessel and make it difficult to control the steering. Tide rips are dangerous for small vessels even if there is no wind or sea.

Table of Selected Chart Notes

Corrected through NM Mar.19/05
Corrected through LNM Mar.15/05

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:1,126,321 at Lat. 52°

North American Datum of 1983
(World Geodetic System of 1984)

(For Offshore Navigation Only)

(For Offshore Navigation Only)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PROHIBITED AREA

Amchitka Island
Regulations are published in 50 CFR 36.39

NOTE C

Sunken ship is loaded with explosives.
Vessels are warned to stay well clear of the area.

LOCAL MAGNETIC DISTURBANCE

Differences of more than 10° from the normal variation have been observed in the inshore waters of this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE B

CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION

Site was formerly used or designated for U.S. Chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(Accurate location) or (Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

MAGNETIC VARIATION

Magnetic variation curves are for 2005 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

NOTE D

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

"1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary..."

"3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts."

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
AI alternating	IO interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Pk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(22) Rocks that cover and uncover, with heights in feet above datum of soundings.			

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

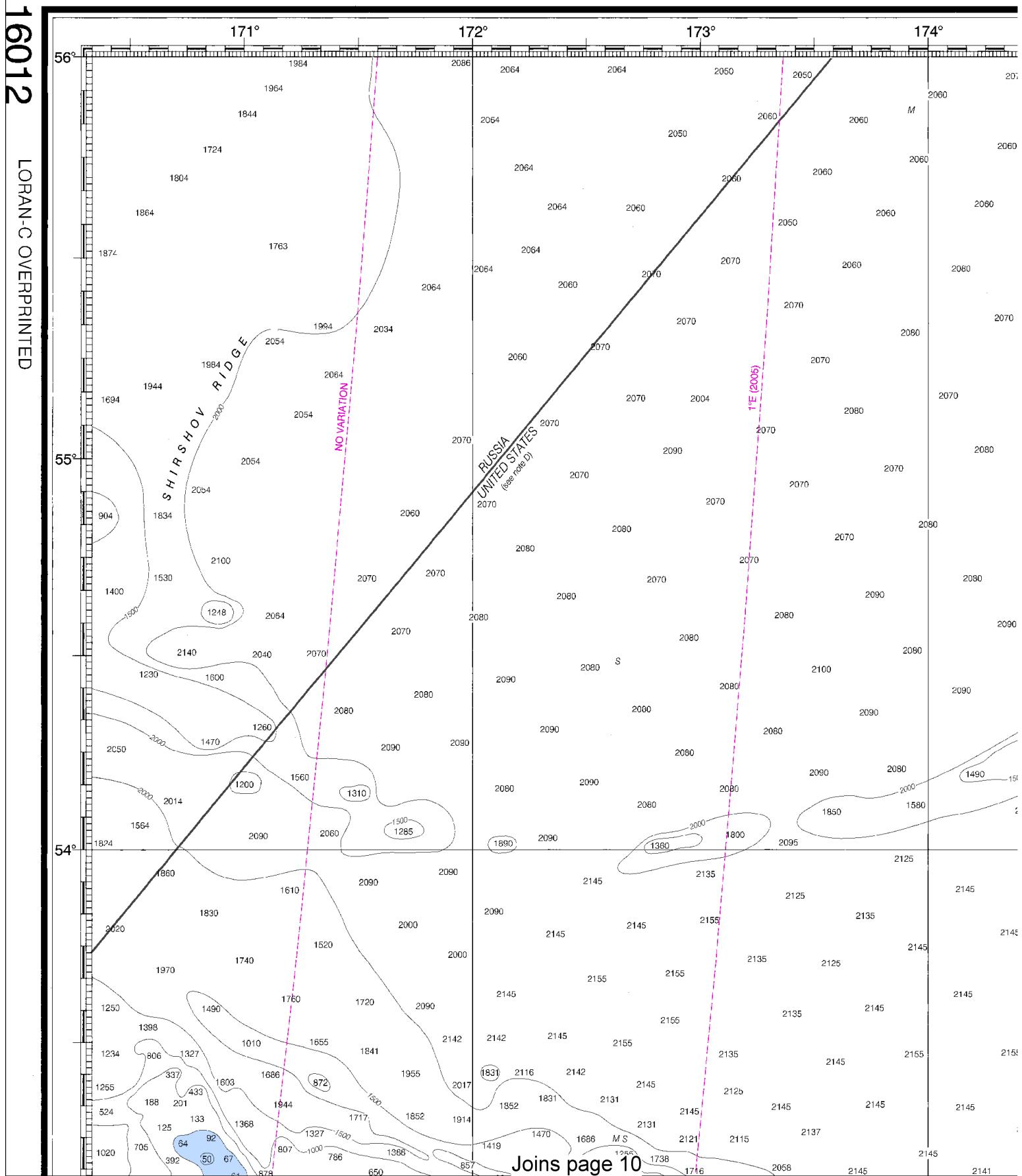
 HORIZONTAL DATUM
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MAGNETIC VARIATION

Magnetic variation curves are for 2005 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

16012

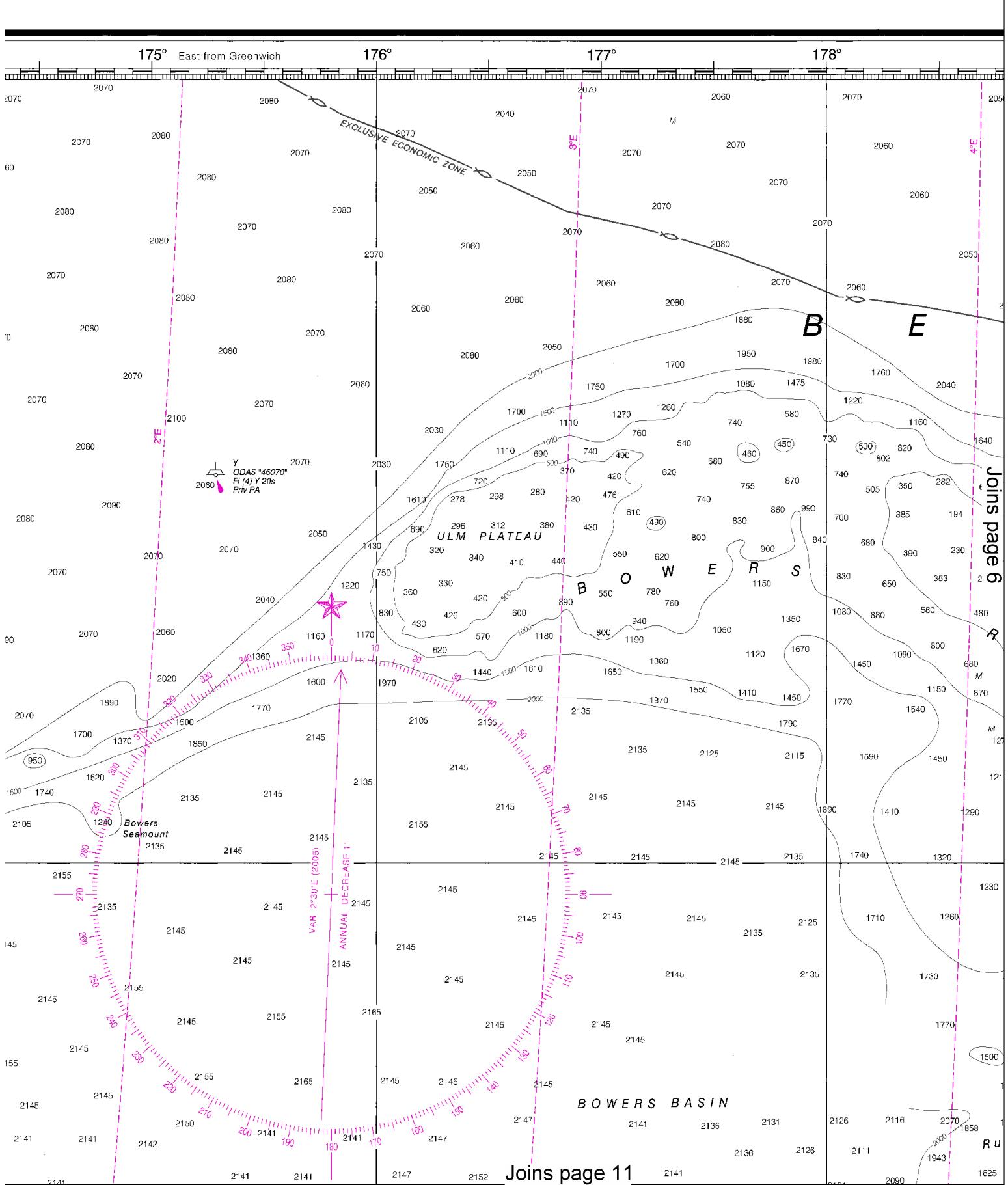
LORAN-C OVERPRINTED



Joins page 10

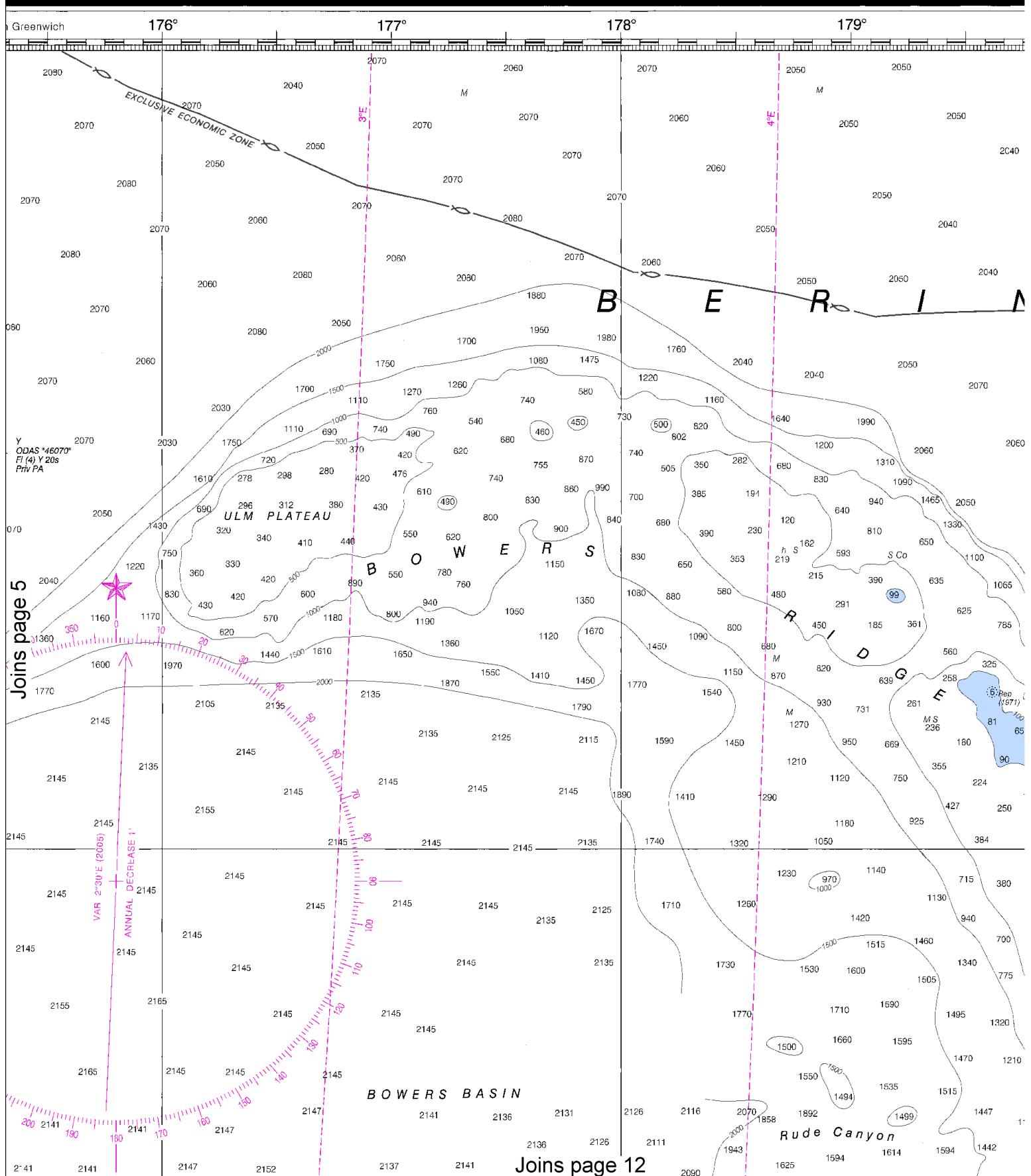
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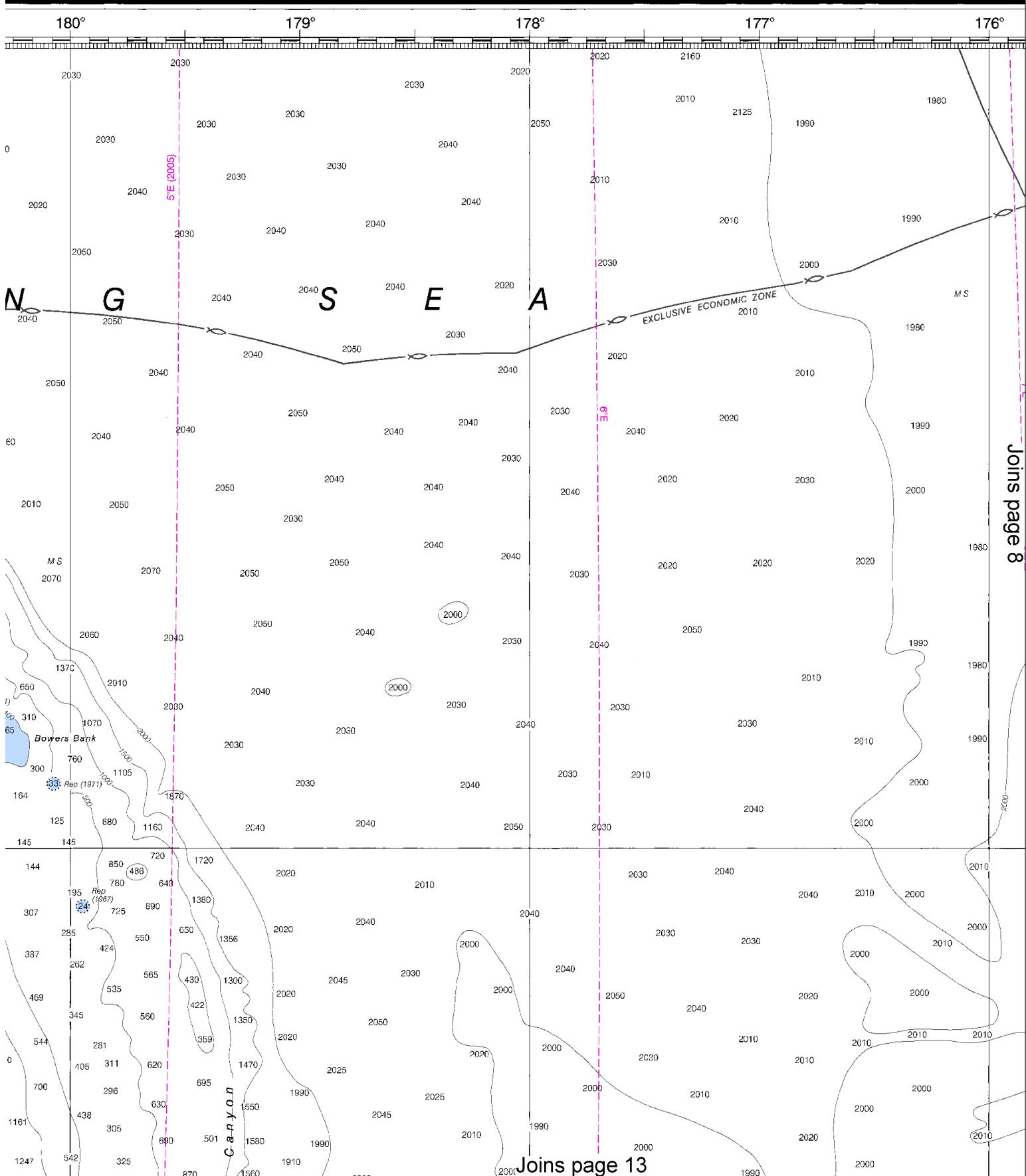
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The new scale is 1:1501761. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

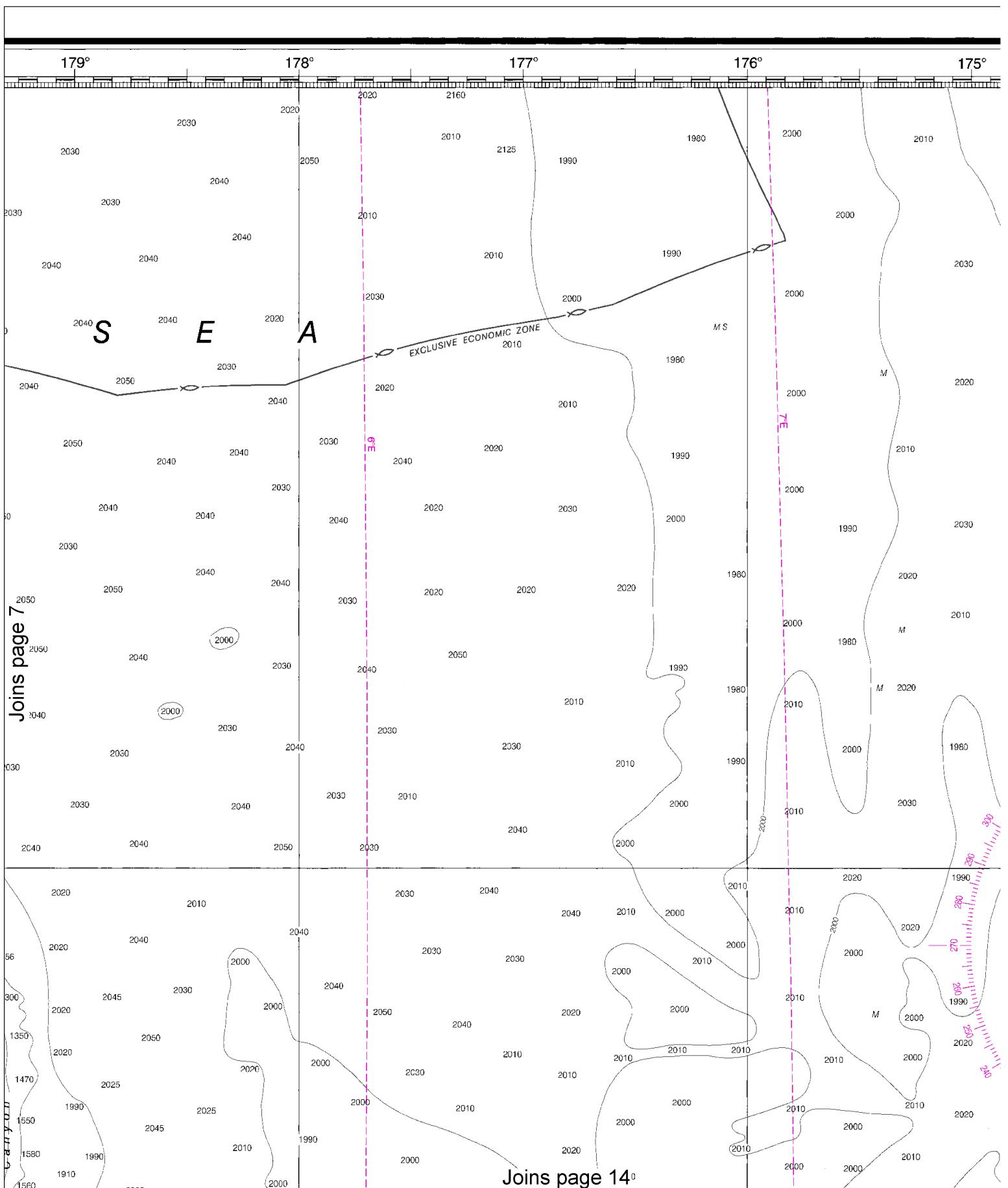




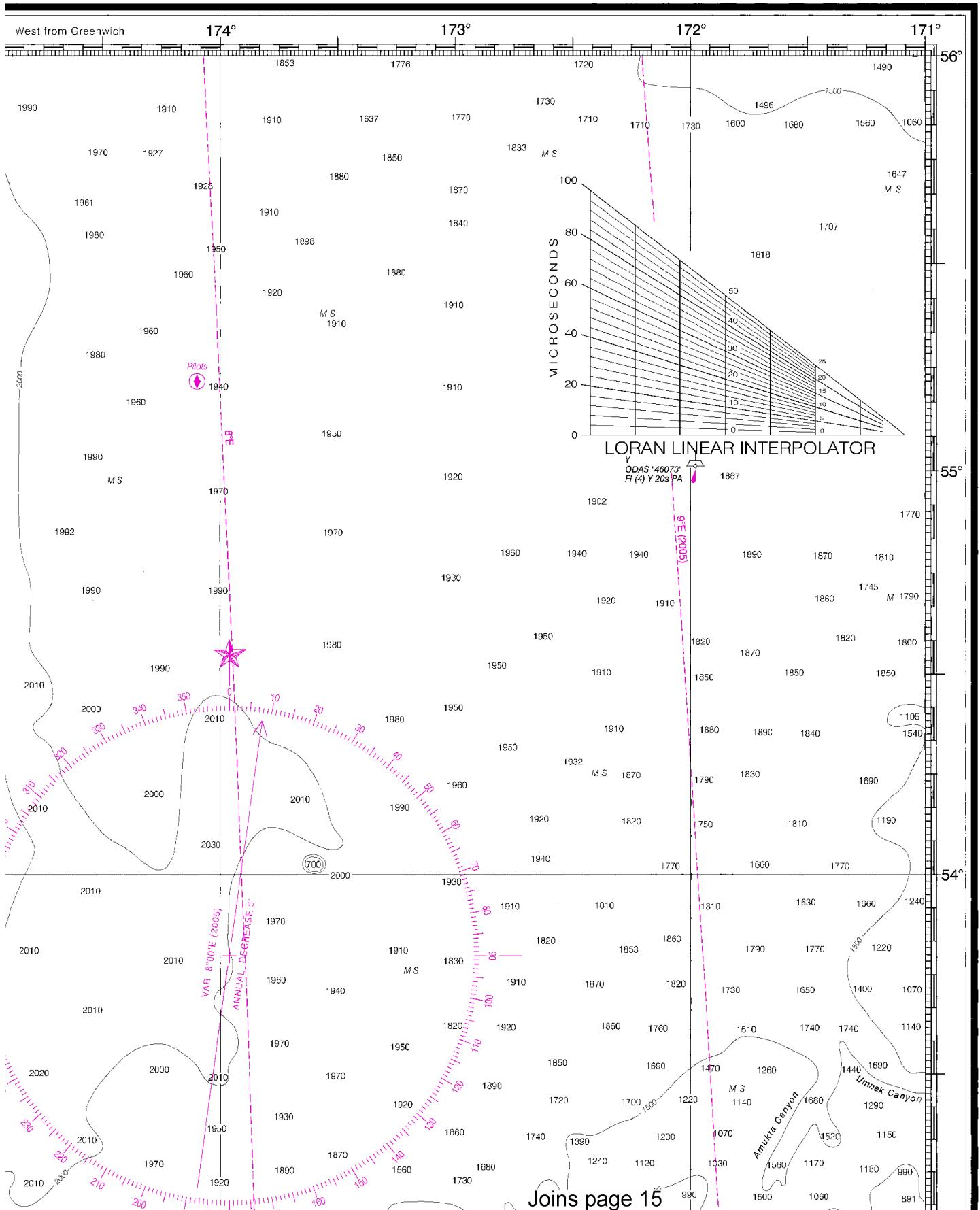
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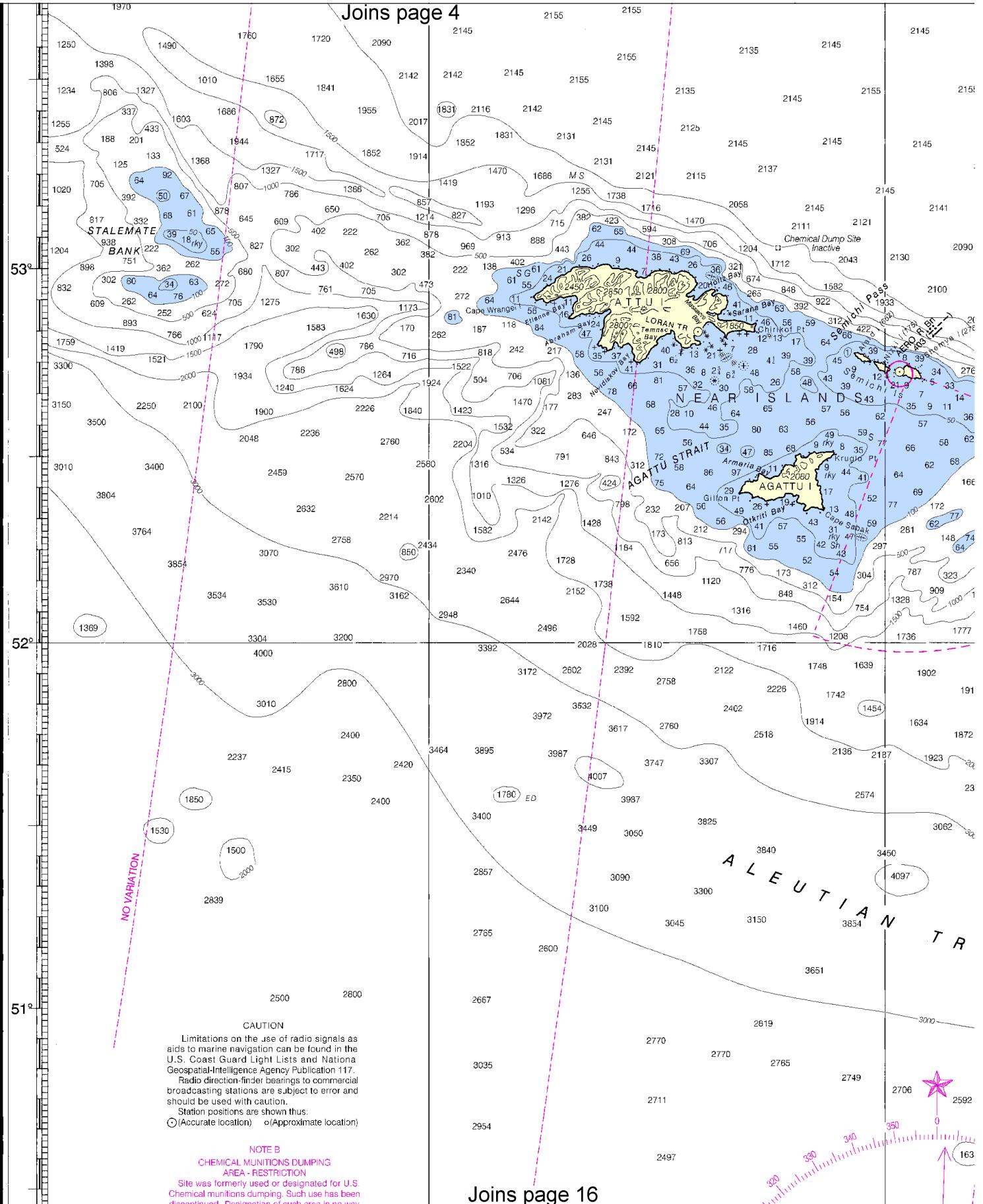
NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

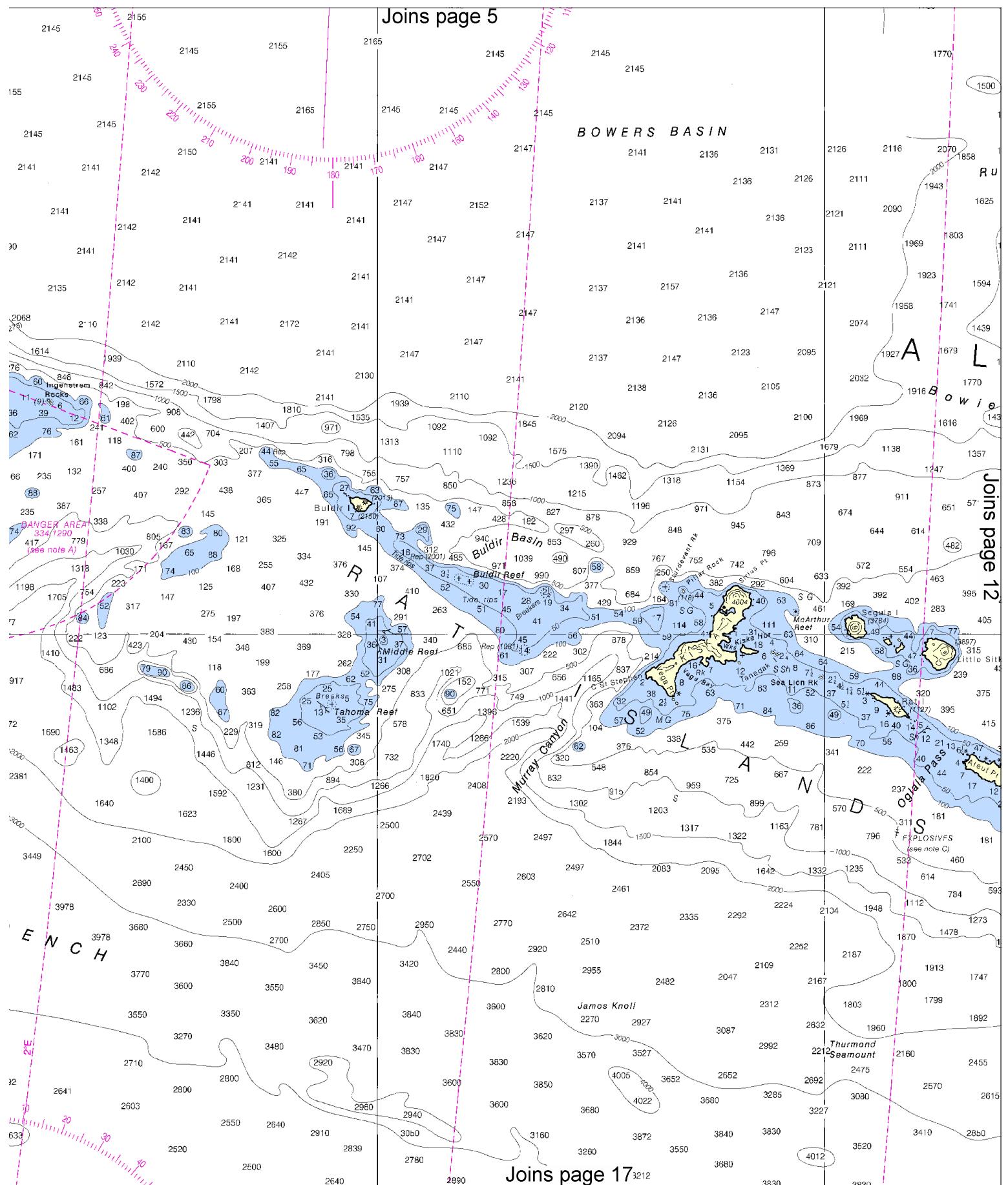


SOUNDINGS IN FATHOMS

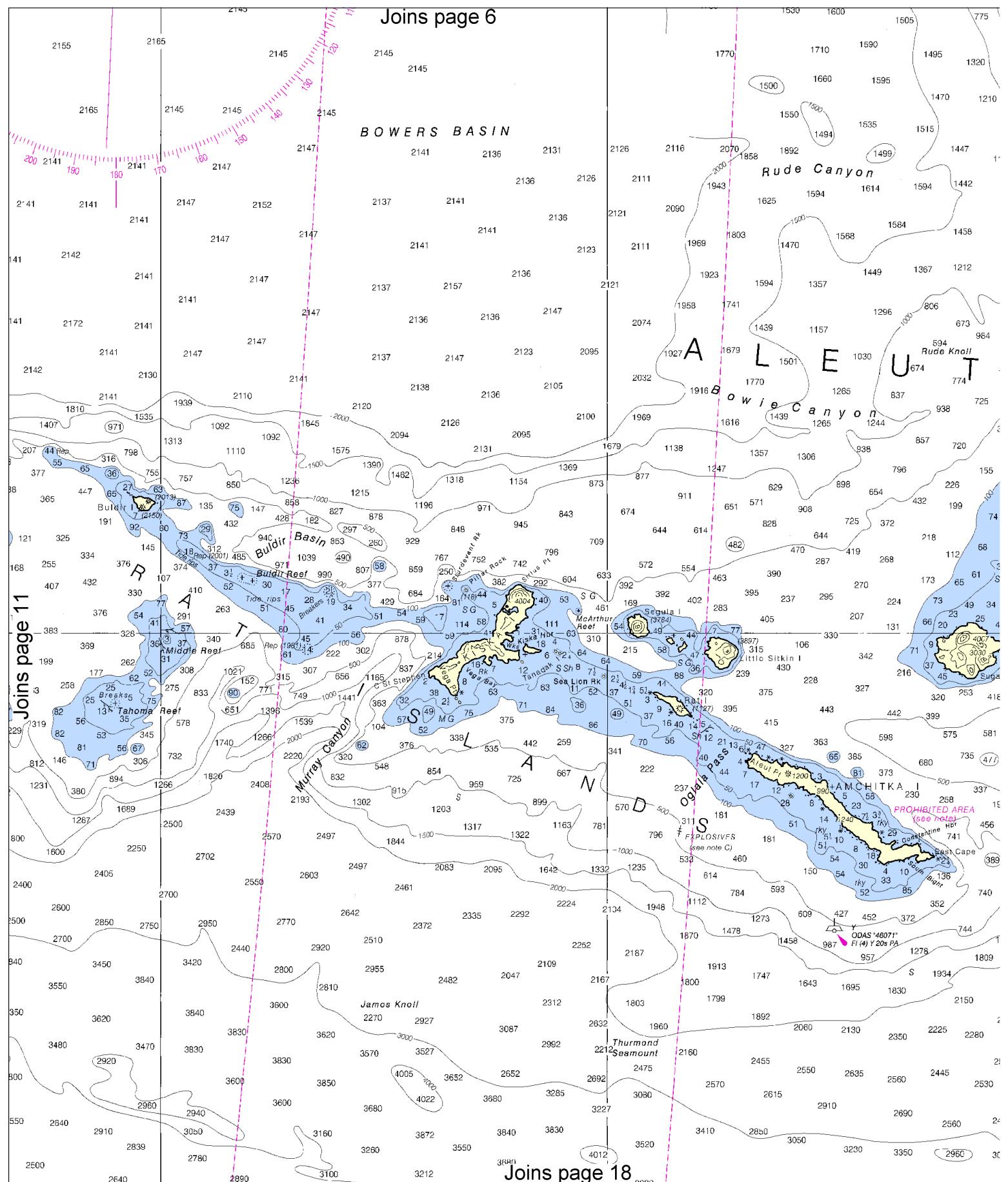




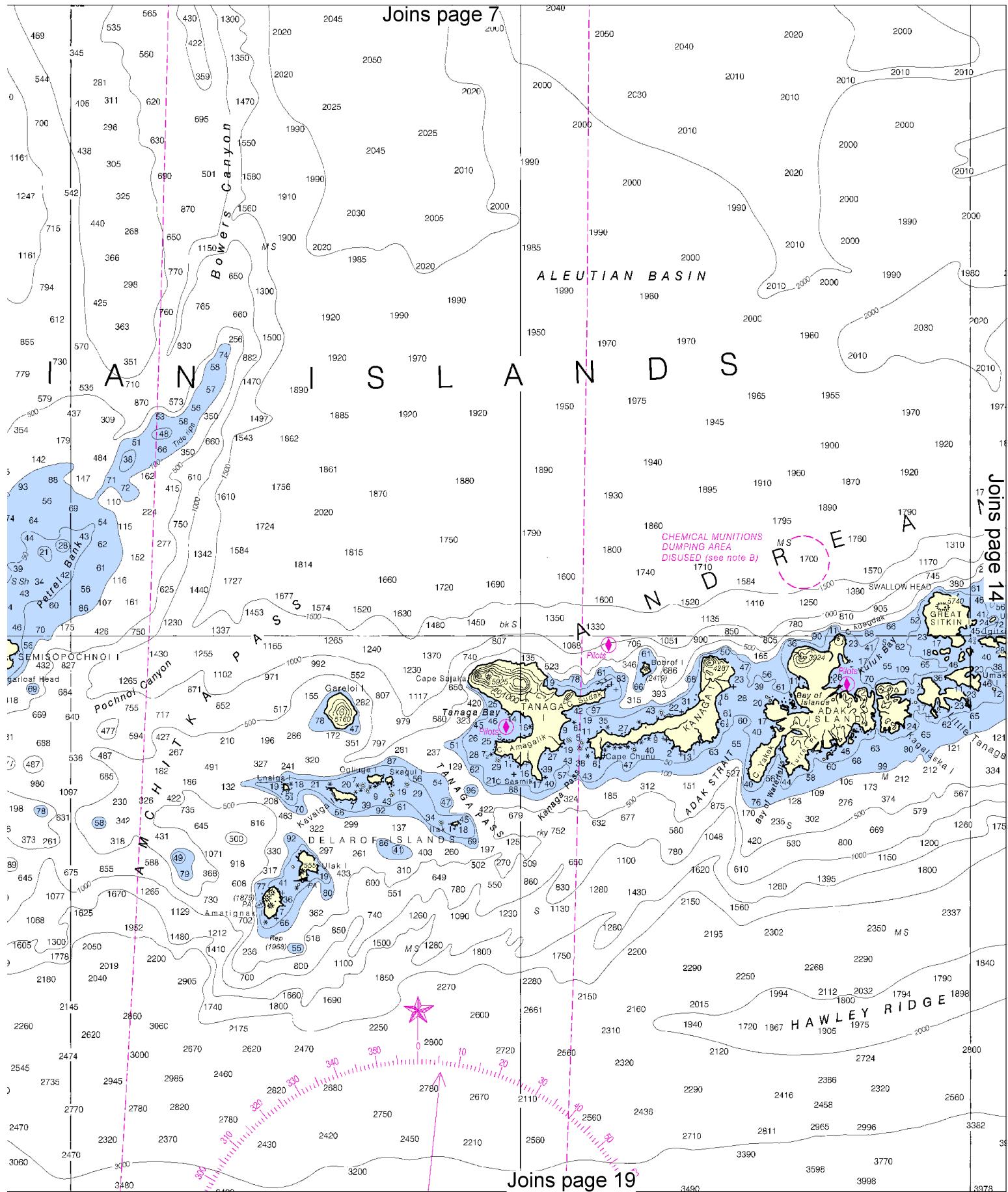
Joins page 5



Joins page 6



Joins page 7



Joins page 8

Joins page 8

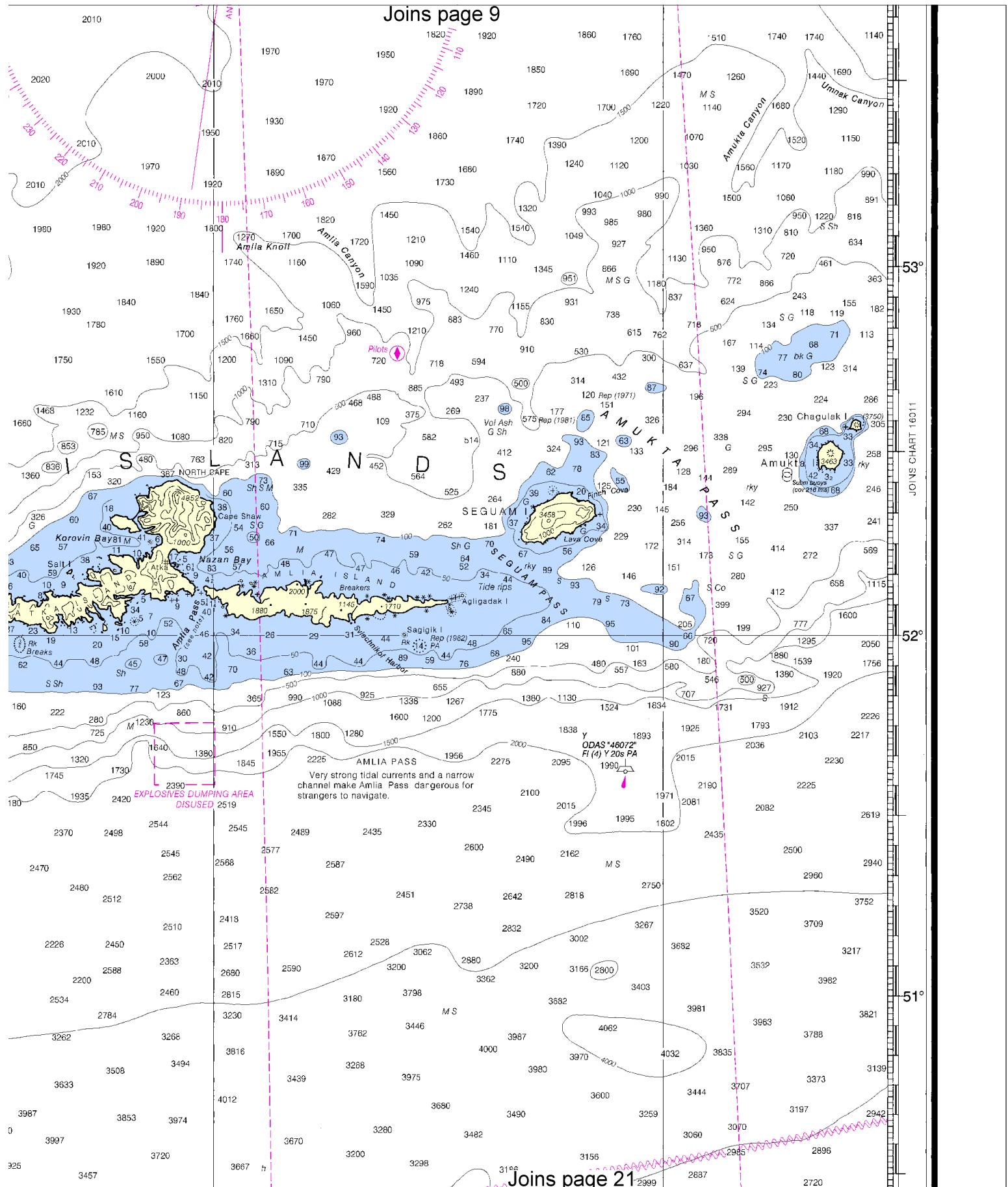
Joins page 20

³⁵⁹⁸
Joins page 20

14



Joins page 9



51°

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

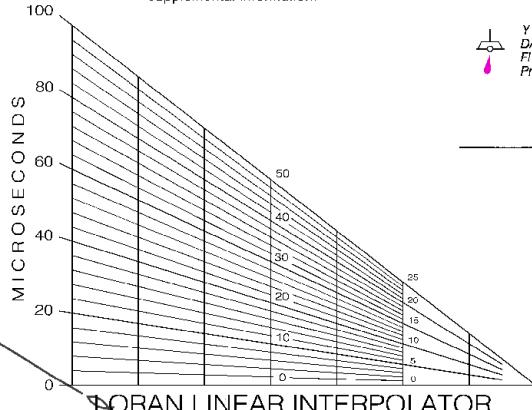
Station positions are shown thus:
 (Accurate location) (Approximate location)

NOTE B
CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION

Site was formerly used or designated for U.S. Chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.



LOCAL MAGNETIC DISTURBANCE

Differences of more than 10° from the normal variation have been observed in the inshore waters of this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
AI alternating	IQ interrupted quick	N num	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SM statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Re Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	Gr gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

49°

48°

171°

172°

173°

174°

22nd Ed., Mar./05 ■ Corrected through NM Mar. 19/05
Corrected through LNM Mar. 15/05

16012

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

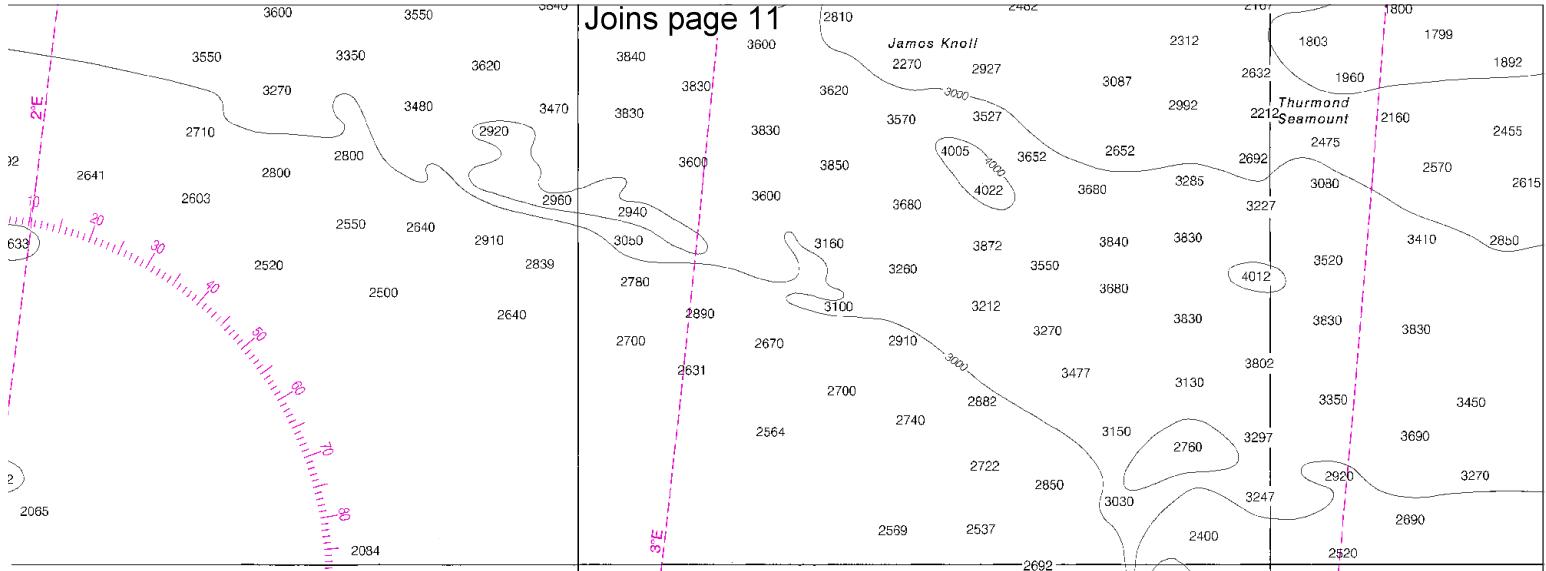
SOUNDINGS IN FATHOMS

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16

Joins page 11



N

O

R

T

H

Joins page 18

2965
LORAN-C
GENERAL EXPLA

LORAN-C FREQUENCY.....

PULSE REPETITION INTERVAL.....

99.90.....99.9

STATION TYPE DESIGNATORS: (N letter designators).

M.....Master

W.....Secondary

X.....Secondary

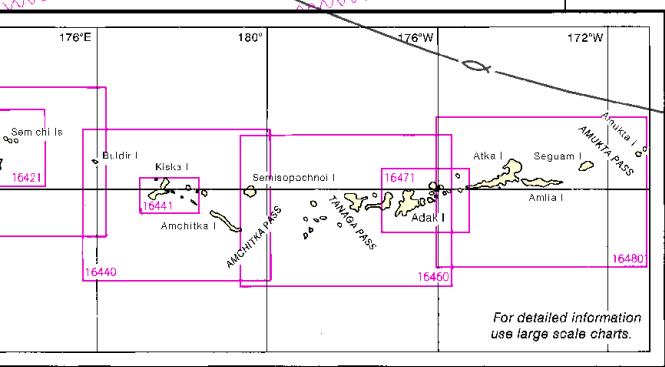
Y.....Secondary

Z.....Secondary

EXAMPLE: 9990-X

RATES ON THIS

Loran-C correction tables published by the Geospatial Intelligence Agency or other with this chart. The lines of position shown are based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria. Coast Guard. Mariners are cautioned to use the lattices in these waters.



175° East from Greenwich

176°

177°

178°

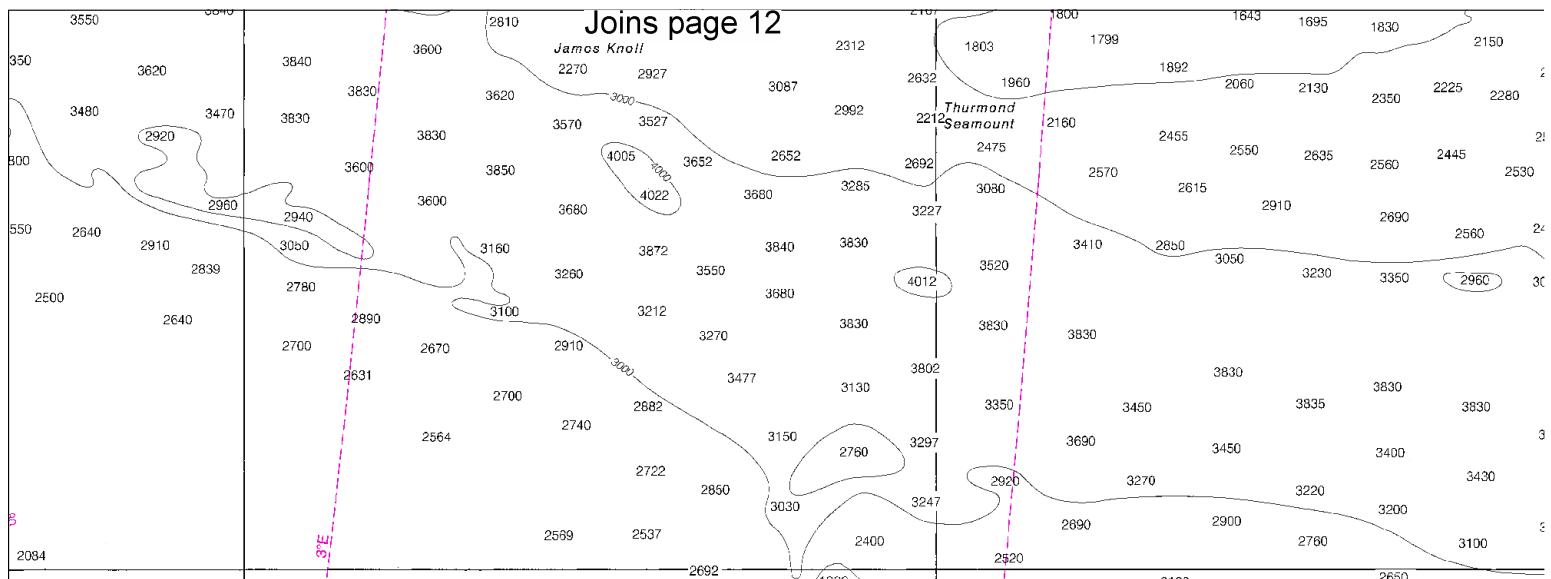
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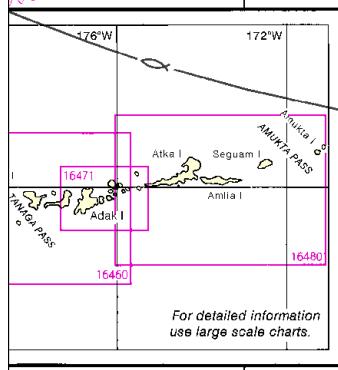
Joins page 23

THOMS

17



Joins page 17



NOTE D
Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

"1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ('western special area'), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary...

3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on either side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on either side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts."

Greenwich 176° 177° 178° 179°

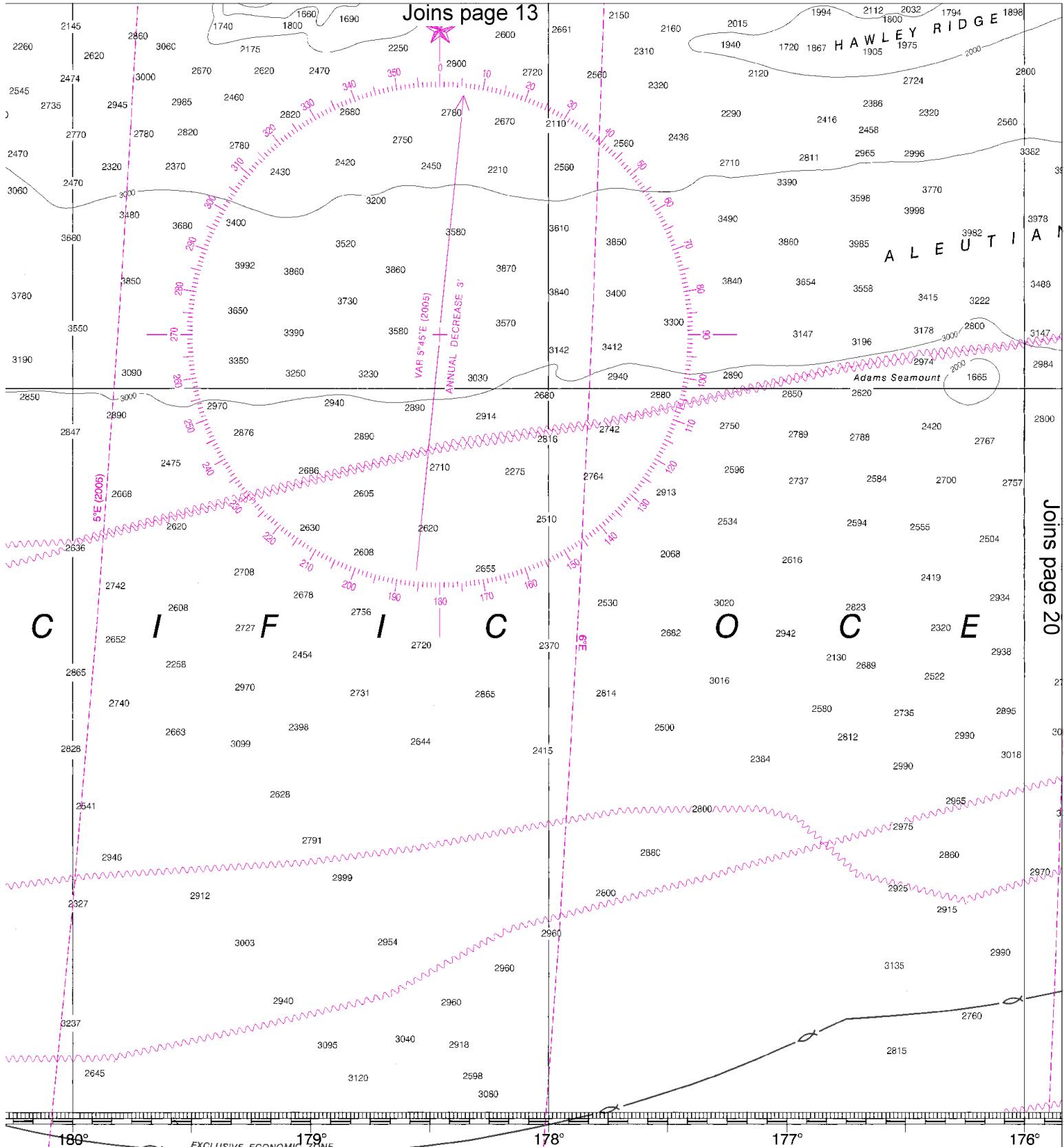
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Joins page 24

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U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOS.
NATIONAL OCEAN
COAST SUR

Joins page 13



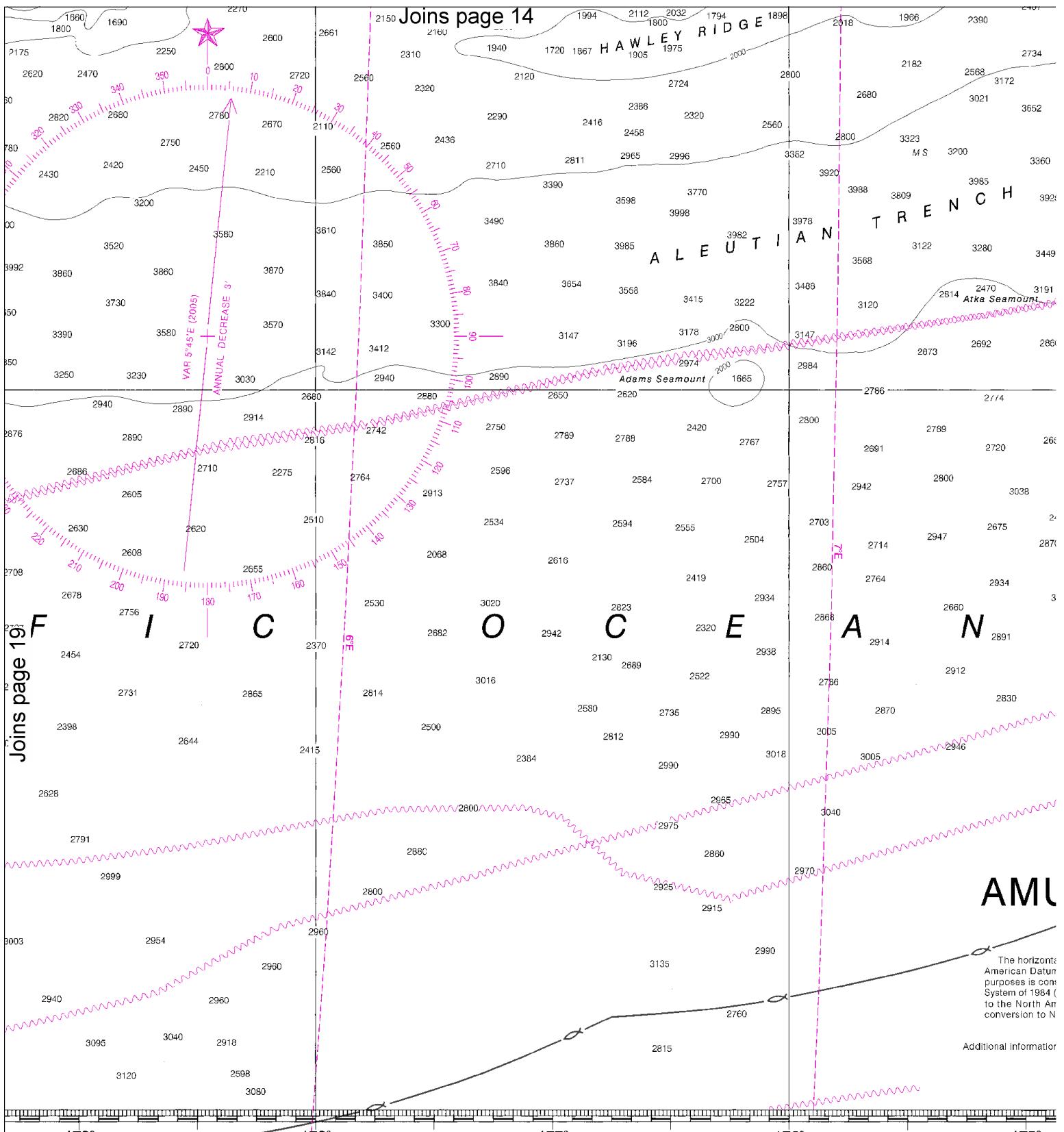
Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL SPHERIC ADMINISTRATION
IN SERVICE
REVEY

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

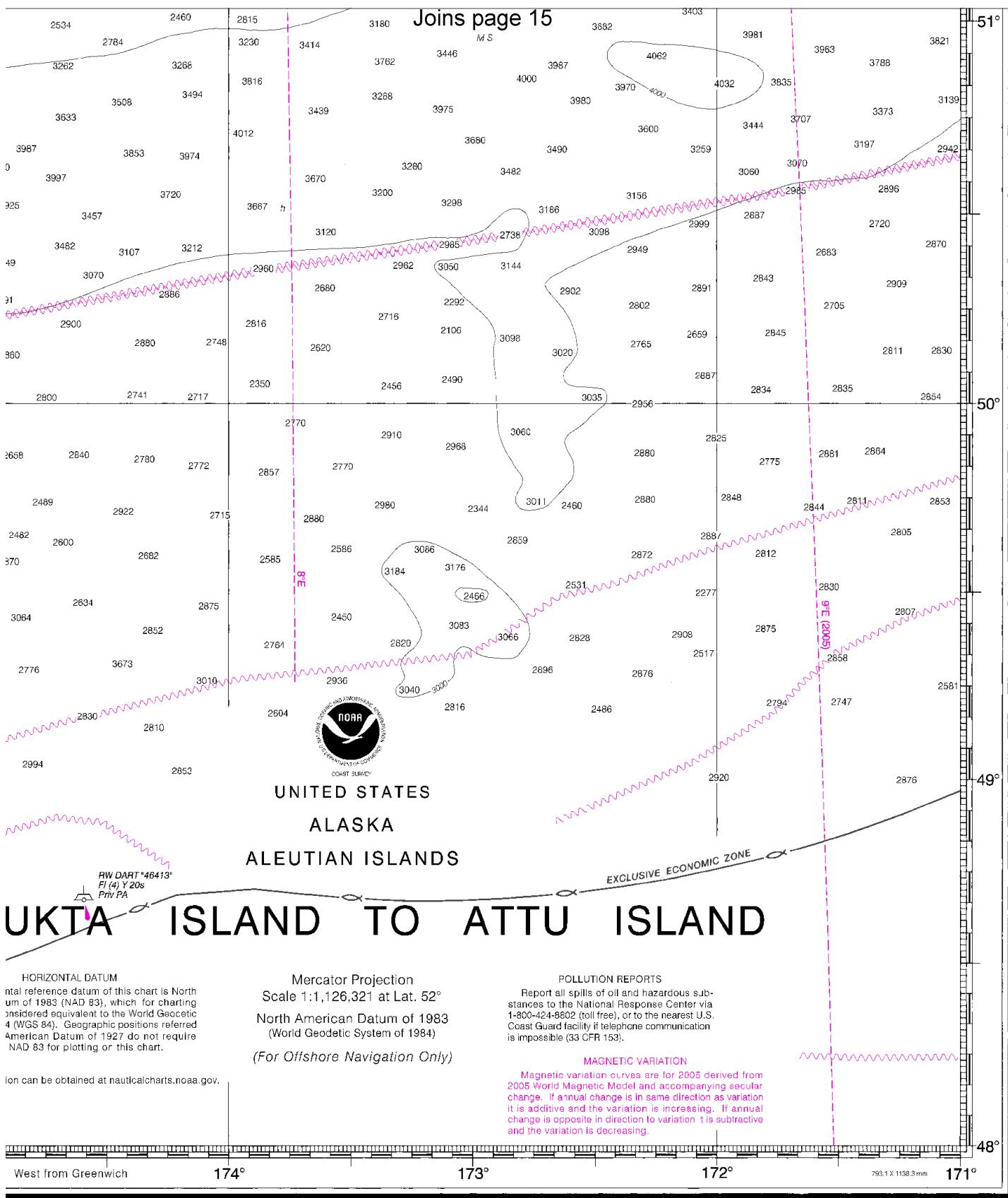
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Joins page 25



20





8	9	10	11	12	13	14	15	16	17
48	54	60	66	72	78	84	90	96	102
14	15	16	17	18	19	20	21	22	23

Amukta Island to Attu Island
SOUNDINGS IN FATHOMS - 1:1,126,321

21



NSN 7612014011231
NGA REFERENCE NO. 16AC016012

21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.